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IN 90816

*hds*  
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25X1A6c  
TO

INFO

CITE

SECRET 281840Z CITE [REDACTED] 4563

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INFO [REDACTED]

IDEALIST

25X1A6c

25X1A6c

REF: [REDACTED] 8406 DTD 27 JUNE 67 (NOT SENT [REDACTED])

SUBJ: ART 375 ACCIDENT REPORT RECOMMENDATIONS

25X1A2g

[REDACTED] HAS REVIEWED ALL RECOMMENDATIONS OF REF MSG AND OFFER THE FOLLOWING:

1. THE MM-1, -2 OR -3 TYPE REMOTE GYRO SYSTEMS CANNOT COMPLETELY REPLACE THE J8 ATTITUDE INDICATOR BECAUSE OF THE ELECTRICAL POWER REQUIREMENTS; IN OTHER WORDS, DURING AN EMERGENCY SITUATION THERE WOULD NOT BE ADEQUATE POWER FROM THE EMERGENCY INVERTER TO CARRY ALL ESSENTIAL INSTRUMENTS PLUS THE MM- TYPE SYSTEM. THEREFORE, IT WOULD BE NECESSARY TO STILL MAINTAIN THE J8 AS A BACKUP. AS YOU ARE WELL AWARE, IN THE COCKPIT OF THE U-2C IT WOULD BE IMPOSSIBLE TO INSTALL BOTH SYSTEMS.

2. AN ANGLE OF ATTACK INDICATOR INSTALLATION IS NOT RECOMMENDED FOR THIS AIRPLANE. THE INSTRUMENT WOULD NOT BE BENEFICIAL FOR FLYING THE BEST CLIMB ANGLE.

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GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING  
AND DECLASSIFICATION

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3. NO FLIGHT HANDBOOK CHANGES ARE CONTEMPLATED. THE HANDBOOK WARNS OF THE LIMITATIONS OF THE J8 DURING AN INSTRUMENT CLIMB AND OUTLINES THE MERITS OF REDUCING RPM BELOW 90 PERCENT TO MAINTAIN SATISFACTORY ATTITUDE DURING INSTRUMENT CLIMBOUT.

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4. [REDACTED] HAS BEEN UNSUCCESSFUL IN FINDING SPECIFIC REPORTS ON LAP BELT/GAS SUIT BURNS. DURING MANY SERIES OF EJECTION TESTS

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AT [REDACTED] EVIDENCE OF DISCOLORATION ON THE LAP BELT AND OUTER GARMENT IN AREA OF LAP BELT WAS NOTED. THIS BELT, MA6, IS A

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STANDARD GFAE ITEM. AS THE BELT RELEASES, THE GAS DOES ESCAPE FROM THE CYLINDER. [REDACTED] AGREES WITH THE RECOMMENDATION OF THE BOARD THAT SOME TYPE OF PROTECTIVE MATERIAL SHOULD BE APPLIED TO THE OUTER GARMENT.

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5. [REDACTED] ISSUED REPORT SP-949 IN JANUARY 1966. THIS REPORT

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WAS A FEASIBILITY STUDY AND PROPOSAL REQUESTED BY [REDACTED] TO INSTALL

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A STABILIZED EJECTION SEAT. ECP [REDACTED] WAS ISSUED IN FEBRUARY

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1966. THIS ECP COVERED DEVELOPMENT TEST, PHASE I OF REPORT SP-949.

A COPY OF SP-949 AND ECP [REDACTED] WILL BE SENT UNDER SEPARATE

COVER. PHASE I, AS YOU WILL NOTE FROM THE ECP, WAS TO DEVELOP

AND PROOF TEST THE HARDWARE REQUIRED FOR THIS SYSTEM. TOTAL COST

AT THAT TIME WAS [REDACTED] SCHEDULE FROM GO-AHEAD TO COMPLET-

ION OF PHASE I WAS 35 WEEKS. UPON COMPLETION OF PHASE I, PHASE

II AND III WOULD BE QUOTED AND SCHEDULED. AT THIS TIME, IT APPEARS

UNECONOMICAL TO DEVELOP A SPECIAL SEAT FOR THE LIMITED NUMBER OF

AIRCRAFT REMAINING IN THE PROGRAM.

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TOR: 282106Z JUL 67

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